

TOWN OF DAVIE TOWN COUNCIL AGENDA REPORT

TO: Mayor and Councilmembers

FROM/PHONE: Daniel M. Arner, P.E., Town Engineer 797-1113

SUBJECT: Resolution

TITLE OF AGENDA ITEM:

A Resolution of the Town of Davie, Florida, Adopting Speed Table Policy and Procedures for Residential Areas.

REPORT IN BRIEF:

The Town has received numerous requests for speed humps in various locations throughout the Town. An appropriate set of policies and procedures was prepared following comparison of various policies currently in effect from other municipalities. The attached "Speed Table Policy and Procedures for Residential Areas" is the result of this research and should be an effective policy for the Town of Davie.

PREVIOUS ACTIONS: Distributed draft of policy and procedures to Departments within the Town for review and submittal of requested changes to policy and procedures prior to submittal of policy to Town Council.

CONCURRENCES: Police Department, Fire Department, Public Works Department, and Development Services Department.

FISCAL IMPACT:

Has request been budgeted? no

If no, amount needed: \$10,000.00 Annually

What account will funds be appropriated from: To be designated by Finance Dept.

Additional Comments: Appropriate funding to be included in fiscal year budget process.

RECOMMENDATION(S):

Approval of Resolution

Attachment(s):

Resolution

Speed Table Policy and Procedures for Residential Areas

RESOLUTION _____

A RESOLUTION OF THE TOWN OF DAVIE, FLORIDA, ADOPTING SPEED
TABLE POLICY AND PROCEDURES FOR RESIDENTIAL AREAS.

WHEREAS, the Town has received numerous requests for speed humps and/or speed tables from various communities within the Town; and

WHEREAS, the Town does not have an established policy and procedure in place for reviewing and analyzing requests for speed humps and/or speed tables; and

WHEREAS, the Engineering Division has researched policies and procedures from other municipalities, as well as guidance from the Institute of Traffic Engineers, and drafted guidelines entitled "Speed Table Policy and Procedures for Residential Areas".

NOW, THEREFORE, BE IT RESOLVED BY THE TOWN COUNCIL OF THE TOWN OF DAVIE, FLORIDA.

SECTION 1. The Town Council of the Town of Davie hereby adopts the "Speed Table Policy and Procedures for Residential Areas", attached hereto as Exhibit "A".

SECTION 2. This resolution shall take effect immediately upon its passage and adoption.

PASSED AND ADOPTED THIS _____ DAY OF _____, 2001.

MAYOR/COUNCILMEMBER

ATTEST:

TOWN CLERK

APPROVED THIS _____ DAY OF _____, 2001.

TOWN OF DAVIE

SPEED TABLE POLICY AND PROCEDURES FOR RESIDENTIAL AREAS

The Town Council of Davie recognizes that properly placed and designed speed tables are an effective tool for reducing vehicular speeds and discouraging cut through traffic on residential streets. This policy outlines the procedure for determining when, where, and how speed tables will be installed in the Town of Davie.

Speed tables shall be installed according to this policy and the specific design criteria outlined below. Request for speed tables shall be directed in writing to the Town Engineer for approval subject to the provisions included herein.

Speed tables may be installed in residential areas (local roads or streets) provided all of the following conditions are met. Roads and/or streets, which are classified or could be classified as COLLECTOR or ARTERIAL roads will not be considered for control under the guidelines of this program. By definition, the main purpose of a collector road is to convey the traffic from nearby residential roads and streets in order to provide access to another collector or arterial roadway. In many cases, collector roads serve as primary access to residential areas for emergency vehicles. An arterial is that part of the roadway system serving as the principal network for through traffic flow. The Town of Davie Comprehensive Plan Transportation element shall be utilized to determine the classification of a roadway.

- 1.0** A residential street may have a problem with either cut through traffic or vehicular speeding. By default, the street functions as a minor collector road but may not have the standard pavement width, pavement structure, shoulder width, or drainage system to serve effectively as a collector road. In addition, a street may permit traffic from another subdivision to pass through the affected subdivision street en route to an outside destination. Priority for traffic calming shall be placed on streets where a higher density of housing exists (i.e., lots that are less than one acre with front yard setbacks less than 75 feet, thereby creating more potential conflicts with residents and pedestrians). In general, speed tables shall only be installed after other less intrusive traffic calming measures have been reviewed and found to be inappropriate.
- 2.0** The cut through traffic or speeding problem can be identified by the Town through current traffic counts, speed surveys, and projections of future traffic impact in accordance with long range development plans for the area. Cut through traffic shall be defined as the traffic on the affected street which does not originate or terminate in

the subdivision. A condition of speeding exists when the 85th percentile speed of traffic on the street exceeds the posted speed limit.

- 3.0** An eligible street must be a local road/street with a projected average daily traffic count not to exceed 2,000 vehicles per day at the time of full development of the area. No speed tables may be installed on any street with a current vehicle count of less than 500 per day. Speed tables may be removed by the Town at any time in the future if the traffic count for the street exceeds 3,000 vehicles per day. A traffic count shall be requested by Broward County Traffic Engineering Division in order to document current traffic counts on the roadway in question.
- 4.0** The Town shall be responsible for traffic engineering review and cost of installation of approved, budgeted speed tables, including paving. Signing and pavement markings shall be done by Broward County. An application fee of \$250.00 shall be implemented to defer a portion of the costs. The Town Council may establish an annual budget for the purpose of installing speed tables. Once the annual budget has been fully encumbered for a given budget year, the following alternatives are left as options to the affected area residents who desire traffic control speed tables:
 - 4.1** Waiting list (first come, first serve) for the next budget year
 - 4.2** Discretionary funding (if available)
 - 4.3** Neighborhood Association Funding
- 5.0** The installation of speed tables shall be viewed as a last step in a comprehensive plan for reducing vehicle speed and for discouraging cut through traffic movements in a residential area. Prior to the installation of speed tables, the Town shall address the problem through less intrusive measures, such as installation of additional signs, traditional pavement striping and marking, police enforcement, etc. The Town, in conjunction with residents shall reevaluate the effectiveness of those measures six months after implementation. Based on this evaluation, a final decision will be made on the installation of speed tables.

6.0 Standard Procedure for Implementation of Speed Tables

Following are the procedures for implementation of speed tables:

- Step 1** Initiation
- Step 2** Traffic Study by Broward County Traffic Engineering
- Step 3** Traffic Engineering Analysis/Classification
- Step 4** Petition and Application Fee

Step 5 Recommendation to the Town Administrator

Step 6 Installation of speed tables

6.1 Step 1: Initiation

Speed tables can be requested by any of the following methods:

6.1.1 Neighborhood request (a minimum of five signatures from the owner of five separate properties in the neighborhood will be required before any study will be initiated). Request must document and contain signatures for the request from at least 70 percent of the affected residents.

6.1.2 Regulatory Agency Request (i.e., Police Department)

6.1.3 Staff Field Review to consist of a minimum of one representative each from the Engineering, Police and Fire Departments.

6.2 Step 2: Engineering Study

Engineering staff will review the concern with the person(s) initiating the request to assure that the scope and details of the concern are clearly identified.

A traffic study may include any or all of the following, depending on the scope of the concern:

- Traffic conditions at the location
- Existing traffic signs and pavement markings
- Travel patterns of motorists
- Effect of the roadway system in the vicinity
- Construction in the nearby area
- Traffic or roadway plans for the vicinity and contributing roadway system
- Time of day, day of week relationship
- Apparent causes of the concern
- History of the location
- Determination of roadway classification (local, collector or arterial)
- Video tape location
- Emergency Services concerns
- Drainage impact

Traffic studies may be necessary to obtain the following information:

- 24-Hour traffic count to determine the average daily traffic (ADT)
- Vehicle speed check to determine the 85th percentile speed
- Vehicle turning movement counts

- Origination/Destination study
- Pedestrian counts
- Accident report summary
- Collision diagram studies
- Determination of peak hour factor and maximum 15 minute flow rate

6.3 Step 3: Traffic Engineering Staff Analysis/Classification

Traffic Engineering staff will analyze traffic data, field information and other available information pertaining to a particular area of concern in determining appropriate traffic control measures for recommendation. When it is determined that there are other potentially impacted local roads or streets in the area, additional traffic studies on those other roads or streets may be conducted.

As a result of the traffic studies, road or street Class I or Class II criteria (and applicable measures) are determined as follows:

6.3.1 Class I: Minor Excessive Speed and Volume

Speed - Measured 85th percentile speed less than 10 miles per hour above the posted speed.

Remedial Action: The Traffic Engineering Division may request the Police Department increase enforcement on a random basis during the hours when the majority of the speeding violations seem to occur.

Volume - Peak hour volume equal or less than 12 percent of the average daily traffic, or equal or less than 10 daily trips per household accessed.

Remedial Action: None

6.3.1 Class II: Minor Excessive Speed and/or Volume

Speed - Measured 85th percentile speed of 10 miles per hour or greater in excess of the posted speed.

Volume - Peak hour volume greater than 12 percent of the average daily traffic, or more than 10 daily trips per household accessed.

Remedial Action: The Traffic Engineering Division may request the Police Department increase enforcement on a random basis during the hours

when the majority of the speeding violations seem to occur. Residents may petition for speed tables.

6.4 Step 4: Petition

A petition form for obtaining neighborhood consensus for the recommended control measure will be issued by the Traffic Engineering Division to the person initiating the request (contact person). The contact person will receive a map highlighting the area subject to petitioning. The area map will depict the residential property that is adjacent to or directly affected by the changes to the road in question.

The contact person is required to obtain signatures of at least 70 percent of all property owners in the affected area indicating favorable consideration of a speed table project. Each affected property owner shall be counted as one vote, regardless of the number of separate properties owned. In the case of multiple owners, only one vote shall be counted for that property. A minimum of 70 percent of the property owners within the affected area must be in favor of the proposed speed tables before they can be considered for approval. All vacant property within the affected area should be listed on the petition as vacant by the contact person.

The contact person will have 90 days to return completed petition forms. Petitions not received within the 90 day period will be deemed null and no further action will be taken. Prior to the expiration of the initial 90 day period, a one-time extension of the 90 days may be granted by the Engineering Department. However, in no case will petitions be accepted later than 180 days from the beginning of the initial signature period. Positive identification may be required at the time of signature of the petition. Signatures are final and may not be added or removed from a petition once the petition has been received by Town staff.

If a location fails to achieve the necessary petition majority within the signature period, the location shall not be reconsidered for a period of two years from the date the signature period expires.

Where applicable, the petition shall be endorsed by an officially incorporated homeowners association for the subdivision/development.

6.5 Step 5: Recommendation to Town Administrator

Upon receipt of a petition with the required minimum percentage of affirmative signatures, the staff's recommendation will be presented to the Town Administrator for consideration.

6.6 Step 6: Installation of Speed Tables

Upon approval by the Town Administrator and the confirmation of availability of funds the installation of speed tables will be scheduled.

7.0 Emergency Procedures

The Town may, at its option, install traffic control measures in emergency situations as supported by traffic studies.

8.0 Removal of Speed Tables

A petition for removal of speed tables may be accepted provided that the following conditions are met:

- 8.1** Speed tables must be in place for a minimum of two years.
- 8.2** A request for a removal petition must be signed by the owners of five separate properties in the neighborhood.
- 8.3** Town staff recommendations must support the removal of speed tables.
- 8.4** The new petition must include the same affected area as the original.
- 8.5** Approval of 70 percent of the property owners in the original affected area is required for consideration by the Town for removal of speed tables.

If a location fails to achieve the necessary petition majority within the signature period, the location shall not be reconsidered for a period of two years from the date the signature period expires.

9.0 Specific Design Criteria for Speed Tables

To ensure the safe and efficient design of speed tables for residential neighborhoods, the following design criteria has been established for speed tables in residential neighborhoods:

- 9.1** The eligible street must be a two (2) lane roadway and have a design speed limit of 35 miles per hour or less.
- 9.2** Speed tables shall be placed at least 200 feet away from intersections and from any horizontal curve with a centerline radius of 150 feet or less.
- 9.3** Speed tables should be spaced approximately 300-500 feet apart.
- 9.4** The speed tables should be designed to have a maximum height of 3-4

inches with a travel length of 22 feet.

- 9.5** Regulatory signs, identifying the specific street(s) in a subdivision as a residential speed control district, shall be installed in a prominent location in advance of the first series of tables. The signs shall be placed by Broward County.
- 9.6** Advance warning signs are to be installed for each approach to a series of tables. The signs shall be designed and installed in accordance with the manual on Uniform Traffic Control Devices (MUTCD) and installed by Broward County.
- 9.7** White thermoplastic pavement markings shall be required on all speed tables.

10.0 Application Forms

Speed tables can be requested by individual citizens or by neighborhood associations. The person(s) making the request are responsible for circulating the petition form (attached form A & B), obtaining signatures of the property owners within the petition area, and completing the application form.

11.0 Effective Date

The effective date of Speed Table Policy and Procedures is _____.

APPLICATION FORM

Contact Name _____ Daytime Phone (____) _____

Neighborhood _____ Today's Date _____

Local Address _____

Which neighborhood street(s) are of concern? _____

What traffic problems have you identified affecting the above street(s)? _____

How many property owners did you identify in your petition area? _____

Have you received the minimum required (greater than 70%) signatures on your petition form? ☐ Yes ☐ No

What signature percentage have you received? _____ %

Please return the completed application form along with the signed petition forms to:
Town of Davie Engineering Division
6591 Orange Drive
Davie FL 33314-3399
Telephone (954)797-1113

FOR OFFICIAL USE ONLY

Project Number _____ Date Application Received _____

Date Preliminary Analysis Completed _____ Identified Problems: ☐ Exist ☐ Perceived

Date Final Analysis Completed _____

Date of Project Presentation to Town Administrator _____

Town Administrator Action: ☐ Favorable ☐ Unfavorable

Date of Project Implementation: _____

Project Review Date _____ Project Successful: ☐ Yes ☐ No

PETITION FORM

We, the undersigned, as property owners of the _____ neighborhood, hereby request the evaluation of the traffic problems being identified as _____ street(s), the problem being identified as _____

Please list all addresses in the petition area. One signature per property owner.

[illegible]